



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch, City Manager

RE: Constrained Long-Range Transportation Plan (CLRP) Amendment for Purple Line

DATE: May 28, 2009

Several weeks ago, the City was informed that Prince George's County was being asked to support a temporary deletion of the MD 3 road improvement project from the Council of Governments/Transportation Planning Board Financially Constrained Long-Range Transportation Plan, so that the Purple Line transit study could be considered for funding. Due to limitations on funding, the Purple Line study could not be designated as an eligible project in the CLRP without some other projects being sacrificed. It was explained that the removal of MD 3, as well as another priority project elsewhere in Prince George's County, would only be a temporary action without which the Purple Line project would miss a major opportunity to gain Federal matching funds. The County was assured that the MD 3 project would be added back into the CLRP in a subsequent cycle.

In the Draft 2009 CLRP issued in January, the MD 3 project, which involves expansion of the roadway to four (4) lanes between US 50 and the Prince George's County/Anne Arundel County Line, was identified as a delayed project with project completion set back from 2010 to 2030. In addition, the Purple Line project appears in the transit section of the CLRP, but without a completion date status code.

Councilman Turner has suggested that the City write to the Transportation Planning Board and Maryland Department of Transportation to advise them of the City's support for the Purple Line and also to request their concurrence that the MD 3 project will be reinserted into the CLRP as soon as possible, with an emphasis on expediting the project when it reappears or obtaining consideration for other City transportation priorities, such as State funding for the MD 564 T-intersection improvement in Old Town Bowie. The record for TPB's open comment period closes June 13. Staff drafted the attached letters requesting the above.

Recommendation

It is recommended that Council authorize staff to send the attached letters.

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trough ♦ Geraldine Valentino-Smith **CITY MANAGER** David J. Deutsch
City Hall (301) 262-6200 **FAX** (301) 809-2302 **TDD** (301) 262-5013 **WEB** www.cityofbowie.org

June 2, 2009

The Honorable Charles A. Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. --Suite 300
Washington, DC 20002

RE: Amendment to CLRP for Purple Line

Dear Chairman Jenkins:

The Bowie City Council would like to formally go on record supporting the proposal to amend the Financially Constrained Long-Range Transportation Plan (CLRP) for the purpose of including the Purple Line as a funded project. The City understands that the recent request from the Maryland Transportation Secretary's office will downgrade the MD 3 project from a CLRP project to the Illustrative List as a "Study". The City Council is encouraged to see the benefits of enhanced transit service that the Purple Line will bring to Prince George's County as part of a multi-modal approach to transportation planning.

The City Council would also like to request that the MD 3 project be re-inserted into the CLRP as quickly as possible in the future. The project planning process took many years until a consensus could be achieved, and residents of both Prince George's County and Anne Arundel County are anxious to see improvements to the roadway. The City would like to see the project expedited when it reappears in the CLRP.

We thank you for your consideration of the City's comments on this matter.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: Mr. Donald Halligan, MDOT Director of Planning and Capital Programming

ITEM 12 - NOTICE

May 20, 2009

Notice of Proposed Amendment to the 2009 CLRP
to include the Purple Line Light Rail Project in
Montgomery and Prince George's Counties

Staff

Recommendation: Review proposed project submission as an amendment to the 2009 CLRP.

Issues: None

Background: The 2009 CLRP is scheduled to be adopted by the TPB on July 15, 2009. The Maryland Mass Transit Administration (MTA) has completed the Alternative Analysis and Draft Environmental Impact Statement (DEIS) for the Purple Line, and is preparing to submit a New Starts application to the Federal Transit Administration for funding in the Fall of 2009. MDOT has requested that the TPB initiate the process to amend the 2009 CLRP to include the Purple Line.

MDOT has also requested that two highway projects currently in the CLRP for construction by 2020 be made studies and that their state funding be applied for the Purple Line. The projects are the MD 28/198 Norbeck Road/Spencerville Road from MD 97 to I-95 in Montgomery and Prince George's Counties and MD 3 Robert Crain Highway from US 50 to the Anne Arundel County Line in Prince George's County.

Notice is provided that the 16-mile Purple Line connecting the New Carrollton and Bethesda

Metrorail stations and the removal of construction of two highway projects will be submitted as an amendment to the 2009 CLRP, as described in the enclosed materials.

Following a public comment period which ends on June 13, the Board will be asked to approve the Purple Line project submission and the air quality conformity analysis scope of work for the plan amendment at the June 17, 2009 meeting. The draft conformity results for the amendment are scheduled to be released for public comment on September 10, and the TPB is scheduled to adopt the CLRP amendment and conformity analysis at its October 21, 2009 meeting.

Comments may be provided to the TPB in writing, at the TPB web site: "mwcog.org/transportation," or during the public comment period provided prior to each TPB meeting.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

May 14, 2009

The Honorable Charles A. Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. – Suite 300
Washington DC 20002

Dear Chairman Jenkins:

As you are aware, the Maryland Department of Transportation (MDOT) has requested that the amendment process be initiated to include the Purple Line Transit Project in the FY 2009 Constrained Long Range Plan (CLRP). The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. Please refer to our letter dated April 23 describing the project and the amendment in detail.

This letter is to inform you that we are revising our amendment request, and to provide details on the financial analysis that makes this amendment possible. There has been one change to the amendment request as it relates to the Purple Line project. The project costs that were provided are shown in 2009 "constant dollars," and federal rules require that costs be considered in "year of expenditure dollars." This requirement means an inflation rate must be applied to the project cost, which will increase it to an amount higher than previously indicated. We applied an average inflation rate of 2.8%. For the purposes of the fiscal constraint analysis, the cost of the project is now \$1.68 billion. Please see the attached revised CLRP Form, which reflects this cost.

Even with these higher costs, we wish to continue our request to amend the Purple Line into the CLRP. As you know, federal regulations mandate that the CLRP be fiscally constrained and that the funding sources for projects must be "reasonably expected to be available." To accommodate these requirements, MDOT would like to include the additional revenue expected to be received from legislation enacted by the Maryland General Assembly in the Fall 2007 and revise the original amendment request to include the removal of two projects within 2009 CLRP. The two projects to be removed from the CLRP are the MD 28/MD 198 and the MD 3 Highway Projects. They will be downgraded to the Illustrative List as a "Study."

The current CLRP is operating under the "Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region" (CLRP Financial Plan). Since approval of the 2006 CLRP Financial Plan, the State of Maryland legislatively enacted a revenue increase to the Transportation Trust Fund (TTF) during the 2007 Special

My telephone number is _____
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Charles A. Jenkins
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Session. This legislative action increased the State's sales tax and vehicle titling tax. A portion of the sales tax and all of the titling tax is dedicated to the TTF to support the operating programs and capital projects of the Department.

Because of the methodology used in its development, the projections provided for the 2006 CLRP Financial Plan would not ordinarily be revised. MDOT develops its projections based on the underlying trends of its historical sources of funds. These trends include normal growth caused by increased volume, population and inflation, as well as, prior periodic revenue increases. By using this data to project future funding, the impact of future periodic increases is automatically built into the revenue projections. However, as we learned from a recent exercise done for the Baltimore Regional Transportation Board (BRTB), the revenue increase from the 2007 Special Session was larger than the trend analysis projected.

The BRTB requested an analysis on the impact the 2007 General Assembly Revenue Increase had on their CLRP forecast. Focusing on just the change in State dollars, the analysis showed that additional funding would be available sooner than anticipated. Starting in fiscal 2012, the additional funds available statewide would be split between system preservation and expansion, allotted between surface and non-surface transportation, and then allocated by region using the same factors as the original 2006 update. On February 24, 2009, the BRTB approved an amendment to their CLRP to include the 2007 Revenue Increase and add projects to their Plan.

This recently approved statewide analysis was used as the basis to determine the Washington Region's portion of the revenue increase. As detailed in the attachment, this analysis shows that nearly \$500 million in additional state funding can be available through 2030 from the Maryland Transportation Trust Fund. Consistent with the 2006 CLRP Financial Plan, MDOT assumes that 50 percent of the funding for major transit projects will be Federal New Starts Funding. Applying the same assumption to the Revenue Increase funding, MDOT has determined there is an additional \$1 billion of funding that can reasonably be expected to be available (\$500 million in state dollars and \$500 million in New Starts dollars) for the Purple Line project.

In the 2006 CLRP Financial Plan, on Page 5, Table 2, MDOT identified \$419 million for the Purple Line. MDOT also identified \$61 million as a placeholder for future New Starts projects. In combination, this means that the 2006 CLRP Financial Plan has already identified \$480 million dollars available for the project (\$240 million in state dollars, and \$240 million in New Starts dollars).

As mentioned above, MDOT is requesting that the MD 28/MD 198 construction project and the MD 3 construction project be removed from the CLRP and the associated funding be applied to the Purple Line project. The attached CLRP forms demonstrate that we are proposing to remove \$324 million from these the MD 28/MD 198 project, and \$212 million from the MD 3 project.

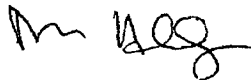
The Honorable Charles A. Jenkins
Page Three

As previously stated, the cost of the Purple Line project is \$1.68 billion. New state funding provided by the Revenue Increase, combined with the project placeholders already in the 2006 CLRP Financial Plan, and the removal of the highway projects, will enable us to add the full cost of the Purple Line project into the CLRP. MDOT is confident this analysis demonstrates that the amended 2009 CLRP is fiscally constrained.

We would like to thank both Montgomery County and Prince George's County for their cooperation in support of the Purple Line project, as well as, supporting our decision to change the status of these two highway projects in the current CLRP. MDOT does anticipate that these projects will be able to be restored with the 2010 CLRP update next year and this action will be our first priority.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Maryland, Director, Office of Planning and Preliminary Engineering, State Highway Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction: 2. Submitting Agency: **MDOT/Maryland Transit Administration**
 Facility: Last Modified On: **5/13/2009**
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Project Type and Description:
Transit
 Description of project or action:
Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS) and New Starts Application. Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips. Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
1042	Yes	Construct						2017

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information: Date of Completion or Implementation: **2017**
 Cost (In Thousands): **\$1,685,000.00**
 Source: **Federal, State**
 Cost and Schedule Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both counties endorsed the Medium Investment light-rail alternative. Construction to begin to 2014 with services starting in 2017.**

7. CMS Documentation:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction:

Facility: **MD 28/198 Norbeck Road/Spencerville Road**
 From/At: **MD 97**
 To: **I 95**
 Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **5/12/2009**

3. Project Type and Description:

Secondary

Description of project or action:

Study to develop alternatives for capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties. Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
	Yes	Widen Study	MD 28/198 Norbeck Road/Spencerville Road	MD 97	I 95	2/4	4/6	2020

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): **\$324,481.00** Date of Completion or Implementation: **2020**
 Source: **Federal, State**
 Cost and Schedule Remarks:

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **No**

If yes, does this project require a CMS Documentation form under the given criteria?:

If not, please identify the criteria that exempt the project here:



CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction:

Facility: **MD 3 Robert Crain Highway**
 From/At: **US 50**
 To: **Anne Arundel County Line**
 Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**Last Modified On: **12/3/2008**

3. Project Type and Description:

Primary

Description of project or action:

Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns. Wide curb lanes and shoulders will accommodate bicycles.

Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
AT1981	Yes	Widen Study	MD 3 Robert Crain Highway	US 50	Anne Arundel County Line	4	6	2020

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): **\$212,650.00**

Date of Completion or Implementation: **2020**Source: **Federal, State**

Cost and Schedule: **Project planning is expected to be complete by Summer 2009. Cost**

Remarks: **includes construction in Prince George's County only.**

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **Yes**

If yes, does this project require a CMS Documentation form under the given criteria?: **No**

If not, please identify the criteria that exempt the project here: **The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange**



DRAFT

June 2, 2009

The Honorable Charles A. Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. --Suite 300
Washington, DC 20002

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The City Council would also like to request that the MD 3 project be re-inserted into the CLRP as quickly as possible in the future. The project planning process took many years until a consensus could be achieved, and residents of both Prince George's County and Anne Arundel County are anxious to see improvements to the roadway. The City would like to see the project expedited when it reappears in the CLRP.

We thank you for your consideration of the City's comments on this matter.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: Mr. Donald Halligan, MDOT Director of Planning and Capital Programming

DRAFT

June 2, 2009

The Honorable John D. Porcari, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: Amendment to FY 2009 CLRP for Purple Line

Dear Secretary Porcari:

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The City Council would also like to request that the MD 3 project be re-inserted into the CLRP as quickly as possible in the future. As you know, the project planning process took many years until a consensus could be achieved, and residents of both Prince George's County and Anne Arundel County are anxious to see improvements to the roadway, which are needed to relieve current traffic congestion and to support pending development in the area. The City would like to see the project expedited when it reappears in the CLRP.

In addition, the City Council respectfully requests your cooperation in moving ahead with funding for another important, albeit smaller and less expensive project, in Old Town Bowie--the MD 564 T-intersection project at Chestnut Avenue north of the bridge over Amtrak. You are familiar with this dangerous intersection near the Town Green, which the State agreed many years ago to realign and reconstruct under the Neighborhood Conservation Program. Our current cost estimate is approximately \$3 million.

Letter to Transportation Secretary Porcari re: CLRP Amendment

We thank you for your support for transportation projects affecting the City of Bowie.

Sincerely,

Bowie City Council
G. Frederick Robinson
Mayor

cc: Mr. Donald Halligan, MDOT Director of Planning and Capital Programming
Ms. Lyn Erickson, MDOT
Mr. Ronald Kirby, Metropolitan Washington COG
Mr. Michael Nixon, MDOT
Ms. Diane Ratcliff, MTA
Mr. Greg Slater, SHA